REMARKS

Claims 30 and 31 have been amended to precisely recite the fuel-saving management system according to the present invention.

Referring to the Office Action, claim 30 is rejected under the second paragraph of 35 U.S.C. § 112 as being indefinite. Specifically, the Office notes that the terminology "the previously set value" in line 20 renders the claim indefinite because it is not clear whether this terminology is referring to the instance of "a previously set value" in lines 16-17 or is referring to the instance of "a previously set value" in lines 18-19.

Claim 30 as amended herein avoids the basis for the 35 U.S.C. § 112 rejection by limiting warning condition (b) to "when the vehicle speed is below a previously set value." I.e., only one previously set value with respect to vehicle speed is recited.

Withdrawal of the 35 U.S.C. § 112, second paragraph, rejection is respectfully requested.

Claims 30 and 31 are rejected in the Action under 35 U.S.C. § 102(b) as being anticipated by Ehlbeck et al., US 6,092,021 ("Ehlbeck").

Claim 30 has been amended to precisely define that the information-processing device of the fuel-saving management system according to the present invention as defined therein stores a

count value into the information storage device if a time during which the vehicle speed, the engine speed and the fuel flow rate satisfy the required warning conditions exceeds a previously set time. This is a critical feature of the fuel-saving management system of the present invention as defined in claim 30.

The effect achieved by this feature of the present invention is explained in paragraph [0014] of the application as filed as follows:

> "In this way, the occurrence of the warning is not stored into the information storage means simultaneously with the occurrence of that warning. Instead, after the warning has been given to a driver, if such driving that satisfies the required warning conditions is continued in excess of the previously set time, the occurrence of this overtime event is stored into the information storage means. An opportunity for the driver to correct his/her own driving state without feeling a mental burden can thus be provided."

The effect of this feature is further described in paragraph [0023] of the application as filed as follows:

> "In these fuel-saving management systems, the information-processing means, further desirably, detects a fuel flow rate as information relating to the driving state of the vehicle, and when the fuel flow rate exceeds a previously set value, conducts warning on the above engine speed. During engine braking, even if the engine

> speed increases and satisfies the required warning conditions, since the engine itself is in a minimum fuel injection state, fuel efficiency does not deteriorate. Therefore, there is no need to give a warning or the like to the driver in such a case, and the sense of discomfort that may be given to the driver can be excluded by avoiding unnecessary warning."

Similarly, claim 31 has been amended to precisely define that the information-processing device of the fuel-saving management system according to the present invention as defined therein stores a count value into the information storage device if a time during which the vehicle speed and the accelerator angle satisfy the required warning conditions exceeds a previously set time.

The effect achieved by this feature is explained in paragraph [0025] of the application as filed as follows:

> "In these fuel-saving management systems, the information-processing means, further desirably, detects an accelerator angle as information relating to the driving state of the vehicle, and when the accelerator angle exceeds a previously set value, conducts warning on the above vehicle speed. For example, during downslope driving on highways/expressways, even if the vehicle speed increases according to a particular gradient of the downslope and satisfies the required warning conditions, when the accelerator angle is too small, fuel efficiency does not deteriorate since an actual fuel injection rate is sufficiently low. There is no need, therefore, to

give a warning or the like to the driver in such a case, and the sense of discomfort that may be given to the driver can be excluded by avoiding unnecessary warning."

The above-described features of the fuel-saving management system according to the present invention are neither disclosed or suggested in Ehlbeck. As noted in the Action in the rejections of claims 30 and 31, the counter n of the system of Ehlbeck "is updated regardless of whether or not the vehicle speed, engine speed and fuel flow rate satisfy the required warning conditions." (Action, page 5, lines 14-15).

Therefore, Ehlbeck does not support the 35 U.S.C. § 102(b) rejections of claims 30 and 31 and withdrawal of the rejections is respectfully requested.

A Notice of Allowability of the application is believed to be in order and is also respectfully requested.

The foregoing is believed to be a complete and proper response to the Office Action dated November 2, 2011, and is believed to place this application in condition for allowance. If, however, minor issues remain that can be resolved by means of a telephone interview, the Examiner is respectfully requested to contact the undersigned attorney at the telephone number indicated below.

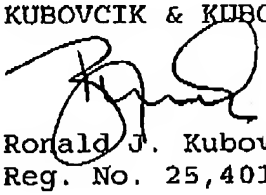
In the event that this paper is not considered to be timely filed, applicants hereby petition for an appropriate extension of

time. The fee for any such extension may be charged to Deposit Account No. 111833.

In the event any additional fees are required, please also charge Deposit Account No. 111833.

Respectfully submitted,

KUBOVCIK & KUBOVCIK



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